

ABULL AGAINST THE COMET.

SO MR. HISCOCK CHARACTERIZES THE ANTI-OPTION BILL.

MR. PLATT THINKS THE SUPREME COURT WILL HOLD IT TO BE UNCONSTITUTIONAL—OTHER PROCEEDINGS IN THE SENATE.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, July 23.—The feature of the debate today in the Senate on the Anti-Option Bill was a vigorous and intensely earnest argument by Senator Hiscock against the constitutionality and legitimacy of the bill. He contended that the bill was a "taxing power" in disguise, and that it was a perversion of the taxing power to an ulterior purpose, namely, to the proscription and extermination of a certain kind of commercial activity. Under the cloak of the taxing power clause of the Constitution the bill sought to deprive the citizen of the right of contract specifically guaranteed by that instrument and protected in actual practice in all the States by the common law. No such attempt, Mr. Hiscock maintained, had ever before been made to apply the Federal taxing power to a commercial activity, and it was not to be done immediately in view of the fact that the friends of the bill today had a growing confidence in their ability to secure favorable action upon the nomination.

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DESIGNERS AND MANUFACTURERS OF OPEN FIREPLACES, WOOD MANTELS & TILES.

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We have just added a large number of newly and tastefully designed

Wood Mantels

to our already large assortment, suitable for the modern city and country residences.

Warehouses, 28 & 30 W. 23d St.

Factories, 526, 528 & 530 West 25th St.

HOT WORDS AT THE CAPITOL.

JUDGE OATES AND MR. DEVLIN ALMOST CAME TO FLOWS.

Washington, July 23.—There was a lively scene this morning in the House just before its assembling, and John Devlin, one of the Executive Committee of the Knights of Labor, came near getting a blow from General Oates, a one-armed veteran of the Confederate Army, and chairman of the special committee investigating the Homestead trouble and the Pinkerton system. The trouble arose out of criticisms made by Devlin on the conduct of yesterday's examination of the Pinkertons, and insinuations that an adjournment of the committee, taken to enable the members to vote on the Deficiency Appropriation Bill, had actually been taken to give the Pinkertons time to prepare themselves with answers to the questions propounded by the Knights of Labor.

When the Pinkertons appeared before the investigating committee yesterday morning they found that Messrs. Hayes, Devlin and Wright, of the Knights of Labor, had preceded them and were on hand to take part in the inquiry. The Knights of Labor do not represent the strikers, but they had prepared a number of questions they desired to ask the Pinkerton witnesses. The proceedings of the committee were opened by a request that the questions prepared be put to the witnesses, and after a consultation the members of the committee decided, although such a course was rather out of the usual line of conducting an investigation, to put these questions to the witnesses, and that the committee would then ask such questions as any member might think necessary to secure additional information.

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Colonel Carlin and the troops from Fort Sherman will probably be retained until the War Department definitely decides to establish a post in this district. Thirty prisoners were discharged from the prison today at 10 o'clock.

The mine owners of Wardner published the following today: "We, the undersigned mine managers of Wardner, Idaho, hereby agree that hereafter all of the employees of the different companies we represent may board where they please and purchase any supplies they may need where they please. We will not order any man to work on any of our property, and will not pay any employee in full honest money for honest labor."

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THE BLOCKADE OF THE HONDURAS COAST.

The reported closing of the Honduras coast will prove especially injurious to the United States trade.

The blockade is to be enforced only along the Honduran coast of the Atlantic, but it is there that American trade is most heavily dependent. Honduras is a country of the fruit trade between Puerto Cortes and New Orleans, and New York. That commerce constituted the principal resource of Honduras. Out of a total export trade amounting to about \$3,000,000, the Central American Republic shipped to the United States, agricultural products to a value of nearly \$2,500,000, in which banana fruit was a large item, and accounts for \$115,000. Indigo, elastic gum, cedar wood and other similar products of the Honduran fields, completed the total.

In regard to the motives which have compelled the Government of Tegucigalpa to establish the blockade, they are to be found in the revolutionary movement lately started, according to former dispatches, by General Bonilla and Nunez. It began, a few weeks ago, at Tela, near Trujillo, on the Atlantic coast of the republic, and was represented as making good headway. The fact is that Honduras has never enjoyed perfect tranquillity, since the overthrow in 1891, of President Marco Aurelio Soto, who was a dictator, and a statesman imbued with the American and European ideas of civilization. He refused to support the dictatorial schemes of General Rufino Barrios, who was then all powerful over the five Central American republics, which he wanted to fuse into a confederacy, which he would have ruled. Barrios, who finally was overthrown, had caused Soto to be replaced by General Bogran, who acted as the tool of Guatemala during the latter's rebellion. Bogran was succeeded by General Bogran, the present President of Honduras, who is a revolutionary movement was started.

A probable case of typhus fever was discovered yesterday on the Hamburg-American Line steamer Riga, which dropped anchor at Quarantine at 1 o'clock yesterday morning. The victim is Joel Mendel, an immigrant from Russia, who was a doctor, and was removed to the hospital at the quarantine.

The Riga sailed from Hamburg on July 10, and brought 450 passengers and twenty-five cabin passengers.

A FINE NEW STEAMER FOR GUIN LINE.

A new steamer, the William C. Easton, has just been completed for John H. Starlin's Glen Island route, and will make her first regular trip today, leaving Pier 18, North River, at 10 o'clock, at 1:30 p. m.

A trial trip was made yesterday and was thoroughly satisfactory. The steamer was built of Naugatuck, Conn., and fitted out for 250 feet in length, has a tonnage of 2,500 tons, and is capable of carrying 2,500 passengers. Her upper works are handsomely finished in hard woods. The main deck can be kept either open or closed, according to the weather. No expense has been spared and the vessel is said to be a fine one. She will be in charge of Captain Jacob Carr and Engineer John McDowell, two of the ablest employees of the line. With this addition to the fleet there will be five boats running between New York and Glen Island, and it is believed that this increase will add greatly to the comfort of the passengers.

HELP NEEDED FOR ST. JOHN'S BUILDING WORK.

During the last week 5,700 sick babies, children and mothers were carried on the daily trips of the floating hospital of St. John's Guild, 547 salt water baths were given on board during the same period and 176 patients were taken to the Sea-Side Hospital for more prolonged treatment of salt air, good food, rest and skilful nursing. Last Friday's trip of the floating hospital with 1,120 summer patients was the second "named trip" of the season, and was given by Mrs. William H. Vanderbilt.

Help is needed to carry on this work and the coming week will heavily tax the Guild's resources to meet the demands made upon it by the sick children. Contributions may be sent to W. L. Strong, treasurer, No. 501 Fifth-ave., New York City.

A HANDSOME VOLUME ABOUT COLUMBUS.

An handsome volume which has been issued by the Treves Publishing Company, of Milan, in honor of the approaching anniversary of the discovery of America, has been sent to this country. It is a handsome volume with fine pictures and engravings, all relating to that event, and it is said to be appreciated by those who secure a copy of it.

FATAL WRINK ON A WESTERN ROAD.

Salt Lake City, Utah, July 23.—A freight train on the Rio Grande and Western Road in a near collision yesterday, and the rear half dashed down a steep embankment, killing several men and injuring many others. The train was carrying a large quantity of coal, and the collision was caused by the failure of the brakes. The train was traveling at a high speed, and the collision was a severe one. The train was carrying a large quantity of coal, and the collision was caused by the failure of the brakes. The train was traveling at a high speed, and the collision was a severe one.

Both the methods and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleansing the system effectually, dispels colds, bronchitis and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach. Prompt in its action, and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, it has many excellent qualities commend it to all, and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c. and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO., SAN FRANCISCO, CAL., LOUISVILLE, KY., NEW-YORK, N. Y.

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A FINE NEW STEAMER FOR GUIN LINE.

A new steamer, the William C. Easton, has just been completed for John H. Starlin's Glen Island route, and will make her first regular trip today, leaving Pier 18, North River, at 10 o'clock, at 1:30 p. m.

A trial trip was made yesterday and was thoroughly satisfactory. The steamer was built of Naugatuck, Conn., and fitted out for 250 feet in length, has a tonnage of 2,500 tons, and is capable of carrying 2,500 passengers. Her upper works are handsomely finished in hard woods. The main deck can be kept either open or closed, according to the weather. No expense has been spared and the vessel is said to be a fine one. She will be in charge of Captain Jacob Carr and Engineer John McDowell, two of the ablest employees of the line. With this addition to the fleet there will be five boats running between New York and Glen Island, and it is believed that this